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Regional cooperation

Project for a Europe-Africa permanent link through the Strait of Gibraltar

Note by the Secretary-General

1. The Secretary-General has the honour to transmit to the Economic and Social Council the report prepared in accordance with Council resolution 1999/37 by the executive secretaries of the Economic Commission for Europe and the Economic Commission for Africa on the work that has been done in connection with the project to establish a Europe-Africa permanent link through the Strait of Gibraltar (see annex).

2. The Economic and Social Council has taken an interest in this project since 1982 following a decision by the Governments of Morocco and Spain to carry out joint studies on the feasibility of the project as part of an agreement on bilateral cooperation adopted on 24 October 1980. Since then the Council has regularly requested the two regional commissions to keep track of the progress of studies relating to the project and to inform the Council of any developments.

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Annex

Project for a Europe-Africa permanent link through the Strait of Gibraltar: report on studies and activities carried out through the period 1999-2000

Summary

This report, drawn up jointly by the Economic Commission for Europe and the Economic Commission for Africa pursuant to Economic and Social Council resolution 2001/29 of 26 July 2001, describes inter alia the work carried out in 2001-2002 by the two research companies, the Sociedad de Estudios para la Comunicación Fija a través del Estrecho de Gibraltar (SECEG), and the Société Nationale d'Études du Détroit (SNED), in connection with the project for a Europe-Africa permanent link through the Strait of Gibraltar. The work took place in the following areas: topographic mapping and related activities; geological mapping; oceanography; geotechnical tests; and traffic monitoring. Offshore drilling surveys may resume in the near future, after which an exploratory gallery may be dug so that remaining doubts as to the technical feasibility of a drilled rail tunnel can be clarified.

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Introduction

1. In its resolution 2001/29 of 26 July 2001, the Economic and Social Council requested the Executive Secretaries of the Economic Commission for Africa and the Economic Commission for Europe to continue to take an active part in the follow-up to the project and to report to the Council at its substantive session of 2003. This report, drawn up jointly by the two regional commissions, is in response to that request and gives a brief overview of the work done during 2001-2002.

2. It should be recalled that studies for this project have been carried out pursuant to the bilateral agreements of 24 October 1980 and 27 September 1989 between the Governments of Morocco and Spain, under which the two parties undertook to conduct a joint study, on the basis of an equal sharing of the cost, of the feasibility of the project for a permanent link through the Strait of Gibraltar. The studies are conducted by two State companies: one is Spanish, the Sociedad de Estudios para la Comunicación Fija a través del Estrecho de Gibraltar (SECEG), and the other Moroccan, the Société Nationale d'Études du Détroit (SNED), under the direction of an intergovernmental Joint Committee.

3. It is also recalled that the studies are being conducted in different phases. Following the pre-feasibility studies, completed in 1990, the project is currently at the feasibility phase, the purpose of which is to determine the viability of the project. This phase has so far comprised three stages, F1, F2 and F3, the third of which is currently in progress.

4. The F1 stage, completed in 1996, led to the selection of a basic option for implementation of the permanent link project and the making of preliminary plans on the technical and financial levels. This basic option essentially comprised a rail tunnel bored beneath the sill of the Strait, consisting of three tubes, two of which were for traffic and the third a service and safety tunnel. The tubes would have a total length of 40 kilometres of which 28 would be under the sea, with a maximum water depth of 300 metres.

5. Stage F2, completed in 1997, included a deep drilling survey named *Bucentaur 97*, which marked one of the most significant stages in the survey process. It not only confirmed the exceptional technical difficulties for deep drilling work owing to the pattern of currents in the Strait, but also revealed the unexpected presence of adverse geological formations affecting the basic layout of the project. The problems arising out of these results led to the closure of the F2 stage and the beginning of a new stage which was better adapted to the difficulties encountered.

6. The F3 stage, entitled "Investigation", in progress since 1998, has involved several additional offshore drilling surveys. Up to late 2000, the main contributions of this stage were: (a) the deep-sea drilling survey known as *Norskald 98/99*, carried out at depths which were double the previous maximum; (b) the confirmation by an independent study of the appropriateness of the technical approach used for deep drilling, i.e. the use of geotechnical drilling vessels with dynamic positioning; and (c) the preparation in late 2000 by the two research companies, on the basis of earlier results, of an updated work plan extending over a three-year period and aiming at the completion of the F3 stage and the reassessment of the project in light of the results obtained.

I. Project activities during 2001-2002

7. The work plan produced in late 2000 was not formally approved by the intergovernmental Joint Committee because the latter did not meet during the period in question. This entailed the postponement of the main activities which had been planned, particularly the additional offshore drilling surveys, which represented a major technical objective of the plan and over 80 per cent of its overall cost. However, a number of activities provided for in the plan have been carried out, particularly under the headings of "Physical environment" and "Socio-economic aspects". Specifically, those activities involved: (a) the production of local topographical charts to make possible the definition of onshore structures in the detailed pilot project; (b) updated geological mapping; (c) continued oceanographic surveys; (d) the maintenance of geotechnical exploration structures on the two shores; and (e) the maintenance of the traffic monitoring established since the F2 stage.

A. Topographic mapping and related activities

8. On the south shore, SNED has since mid-2001 had access to detailed topographic mapping (on a scale of 1:2,000) for the land areas of the layout and the terminal, as well as additional mapping (on a scale of 1:5,000) covering the coastal zone east of Tangiers. Also, in order to identify all private and institutional partners in the reservation of sites where the terminal and the access shaft will be constructed, a land survey was conducted, leading to the demarcation of about 130 hectares. This survey also involved analysis of future rail links between the terminal and the line to Tangiers, as well as the reservation of land relating to it. Also, in relation to the preparation of a joint Moroccan and Spanish series of Global Positioning System (GPS) observations conducted on both shores, the geodesic network was restored on the south shore and it was surveyed using GPS measurements.

9. On the northern shore, a new mapping survey (scale: 1:5,000) was carried out in 2002, covering the area of the onshore project layout, including the terminal and the planned road and rail connections, allowing for realistic margins for readjustment in the detailed pilot project. The coverage extends over 2,500 hectares.

B. Geological mapping

10. On the south shore, in order to update the geological mapping at the 1:100,000 scale, SNED collected bibliographical information and consolidated several reports on the subject. A team of academic geologists was set up to conduct additional land surveys. The resulting combined map will focus mainly on structural and tectonic information and will involve digital mapping techniques.

11. On the north shore, a start has been made on updating the geological map produced by SECEG between 1985 and 1990, at both the project level and the subregional (north shore) level. This involves two separate operations carried out by the SEDEC geological team, supported by two academic teams focusing on the tectonic review. The geological update in the project zone, conducted in cooperation with the University of Seville, will therefore produce a new map to be published in

the near future, covering 200 square kilometres and to a scale of 1:100,000. The current subregional geological update, conducted in cooperation with the University of Granada, will also produce a new map (2,200 square kilometres; scale 1:100,000).

C. Oceanography

12. On the Moroccan side, SNED has obtained sets of oceanographic records containing data on tides, waves and currents, from entities responsible for other major projects in northern Morocco such as the construction of sanitation infrastructure and new port infrastructure. These measurements make possible improved calibration of hydrodynamic models of water circulation in the Strait.

13. On the Spanish side, the studies of marine currents conducted by SECEG, in cooperation with the University of Cadiz, have brought about improvements in the current forecasting models used in the latest drilling surveys, through the introduction of new basic data and improvements in methods of analysis.

D. Geotechnical tests

14. On the south shore, upon the closing of the experimental structure at Malabata, SNED conducted an additional series of geotechnical tests, in order to verify certain characteristics of rocks which had been encountered at the Malabata site. This verification was conducted in coordination with SECEG.

15. On the north shore, annual convergence surveys have been conducted throughout the length of the Tarifa gallery (560 metres). There has also been considerable conservation work following the 2001 increase in the rate of deterioration of certain facings exposed since the gallery was constructed in 1995.

E. Traffic monitoring

16. Apart from the maintenance of the socio-economic and traffic database, including the publication of the related yearbooks, activities in this area have focused on direct observation of traffic between Europe and Morocco through the conduct of origin/destination (O/D) surveys. Observations of air traffic were carried out by SNED; those of maritime traffic by SECEG.

17. For a full year, from July 2001 to July 2002, SNED conducted a series of O/D surveys of air traffic, relating to passengers leaving from or arriving at Moroccan international airports and travelling to and from the Western European countries. For each airport, for one full week per month, surveys were conducted on all flights to or from Europe. About 30,000 surveys were conducted, which led to the establishment of O/D matrices, both general and by passenger profile. In terms of geographical scope and number of interviews, this series of surveys was the largest ever conducted in Morocco.

18. SECEG has continued with its long-term system of O/D surveys of maritime passenger and vehicle traffic between the ports of the Strait. Begun in 1997, this system has involved five annual series of surveys comprising 73,000 interviews,

involving a total of 140,000 passengers. Of that number, about 25,000 interviews, representing 40,000 passengers, were conducted during the reference period. From the resulting primary database, annual figures and variations in O/D matrices can be inferred, as can figures relating to many characteristics of maritime traffic across the Strait.

II. Other project activities during 2001-2002

19. During the period covered by this report, the Governments of Morocco and Spain took part in the work of the European Commission within the framework of the Euro-Mediterranean Partnership, which was launched at the Euro-Mediterranean Conference held at Barcelona in 1995. In this context, SNED has joined the working groups on research and development and infrastructure network which have arisen out of the Euro-Mediterranean Forum on Transport. SNED also participates in a research and development consortium involving the seven countries of the Western Mediterranean Transport Group (GTMO), established for the purpose of conducting the study entitled DESTIN (Defining and Evaluating a Strategic Transport Infrastructure Network in the Western Mediterranean), which involves analysing the current transport situation, elaborating growth scenarios and identifying priority projects for the development of an integrated network. This study, which began in late 2002, is expected to last two and a half years and will involve consideration of future prospects in relation to the land-based connection represented by the permanent link through the Strait.

III. Future work

20. The information gathered so far seems to indicate that the temporarily postponed studies and activities should be formally restarted in the coming months, despite the fact that at the time of preparation of this report, no date has yet been set for the next meeting of the intergovernmental Joint Committee. In particular, a resumption of offshore deep drilling activities can be expected, and this will clarify the circumstances that the project will have to deal with. The deep drilling, together with the possible construction of the submarine exploration tunnel, should make it possible to clear up remaining doubts as to the technical feasibility of a bored rail tunnel. Cooperation on the project between the two instigating countries and the governmental and non-governmental organizations involved is vital if the project is to succeed.

IV. Conclusions

21. **Determining the technical feasibility of a drilled rail tunnel under the Strait of Gibraltar requires the resumption of offshore deep drilling and, if necessary, the digging of an exploratory gallery. The completion of these tasks requires the cooperation of the Governments and entities concerned.**

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Economic and environmental questions: transport of dangerous goods

Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

Report of the Secretary-General

Summary

In accordance with Economic and Social Council resolution 645 G (XXIII), the Secretary-General reports biennially to the Council on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, and of its two subcommittees.

The present report concerns the work of the Committee of Experts during the biennium 2001-2002 and the implementation of Economic and Social Council resolutions 2001/34 and 2001/44.

In accordance with those resolutions, the secretariat has published the twelfth revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations* and the third revised edition of the *Recommendations on the Transport of Dangerous Goods: Manual of Tests and Criteria* and amendment 1 thereto.

All main legal instruments or codes governing the international transport of dangerous goods by sea, air, road or rail have been amended accordingly, with effect as from 1 January 2003, and many Governments have also transposed the provisions of the *Model Regulations* into their own legislation for domestic traffic for application as from 2003.

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The Committee adopted amendments to the *Model Regulations* and to the *Manual of Tests and Criteria* which consist mainly of new or revised provisions for the transport of gases in cryogenic receptacles, infectious substances and genetically modified micro-organisms, solid dangerous substances in bulk, substances hazardous to the aquatic environment, ammonium nitrate emulsions, classification criteria for flammable aerosols and corrosive substances and many miscellaneous provisions concerning the transport of existing or new dangerous substances, or packaging requirements and packaging performance testing.

Following the tragic events of 11 September 2001, the Committee has also developed and adopted new security provisions for inclusion in the *Model Regulations* that are intended to minimize theft or misuse of dangerous goods, especially "high-consequence" dangerous goods, which may endanger persons or property.

Pursuant to Agenda 21, chapter 19, programme area B, and following a decade of cooperation with the Inter-Organization Programme for the Sound Management of Chemicals, and more particularly with the International Labour Organization and the Organisation for Economic Cooperation and Development, the Committee has adopted the final version of the *Globally Harmonized System of Classification and Labelling of Chemicals*, which is now available for worldwide implementation by countries so that the system could become fully operational by 2008 in accordance with the wish expressed in paragraph 22 (c) of the Johannesburg Plan of Implementation, adopted by the World Summit on Sustainable Development in 2002.

The Committee adopted a programme of work for the biennium 2003-2004, and sessions for the Subcommittee of Experts on the Transport of Dangerous Goods, the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, and for the Committee have been planned for the period 2003-2005 in accordance with Economic and Social Council resolution 1999/65.

The Committee is recommending a draft resolution on its work for adoption by the Economic and Social Council.

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I. Draft resolution for adoption by the Economic and Social Council

1. **The Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals recommends to the Economic and Social Council the adoption of the following draft resolution:**

Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

The Economic and Social Council,

Recalling its resolutions 1999/65 of 26 October 1999, 2001/34 of 26 July 2001 and 2001/44 of 20 December 2001,

Having considered the report of the Secretary-General on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals[1] during the biennium 2001-2002,

A

Work of the Committee regarding the transport of dangerous goods

Recognizing the importance of the work of the Committee for the harmonization of codes and regulations relating to the transport of dangerous goods,

Bearing in mind the need to maintain safety standards at all times and to facilitate trade, as well as the importance of this to the various organizations responsible for modal regulations, while meeting the growing concern for the protection of life, property and the environment through the safe transport of dangerous goods, including their security in transport,

Noting the increasing volume of dangerous goods being introduced into worldwide commerce and the rapid expansion of technology and innovation,

1. *Expresses its appreciation* for the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, with respect to matters relating to the transport of dangerous goods, including their security in transport;

2. *Requests* the Secretary-General:

(a) To circulate the new and amended recommendations[2] on the transport of dangerous goods to the Governments of Member States, the specialized agencies, the International Atomic Energy Agency and other international organizations concerned;

(b) To publish the thirteenth revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations*[3] and the fourth revised edition of the *Recommendations on the Transport of Dangerous Goods: Manual of Tests and Criteria*[4] in all the official languages of the United Nations, in the most cost-effective manner, not later than the end of 2003;

(c) To make these publications available on the web site of the Economic Commission for Europe, which also provides secretariat services to the Committee, and to make them available also on CD-ROM;

3. *Invites* all Governments, the specialized agencies, the International Atomic Energy Agency and the other international organizations concerned to transmit to the secretariat of the Committee their views on the Committee's work, together with any comments that they may wish to make on the amended recommendations;

4. *Invites* all interested Governments, the regional commissions, the specialized agencies and the international organizations concerned, when developing or updating appropriate codes and regulations, to consider taking into account the recommendations of the Committee;

5. *Requests* the Secretary-General to carry out a survey of the status of the effective implementation of the *Model Regulations on the Transport of Dangerous Goods* by Member States and international organizations on a worldwide level;

B

Work of the Committee regarding the Globally Harmonized System of Classification and Labelling of Chemicals

Bearing in mind that, pursuant to paragraph 19.27 of Agenda 21,[5] the Inter-Organization Programme for the Sound Management of Chemicals has cooperated for a decade with the International Labour Organization, the Organisation for Economic Cooperation and Development and the Subcommittee of Experts on the Transport of Dangerous Goods to develop a globally harmonized hazard classification and compatible labelling system for chemicals,

Bearing in mind also that the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals was created pursuant to resolution 1999/65 to make the Globally Harmonized System available worldwide, to keep it up-to-date and to promote and monitor its implementation,

Noting with satisfaction that the Committee could reach consensus on the Globally Harmonized System after consideration of a draft consolidated by the Inter-Organization Programme for the Sound Management of Chemicals on the basis of input from the Subcommittee of Experts on the Transport of Dangerous Goods, the International Labour Organization and the Organisation for Economic Cooperation and Development,

Aware that the World Summit on Sustainable Development at its 2002 session in Johannesburg, in paragraph 22 (c) of its Plan of Implementation,[6] encouraged countries to implement the Globally Harmonized System as soon as possible with a view to having the system fully operational by 2008,

Also aware that the General Assembly, by its resolution 57/253 of 20 December 2003, endorsed the Johannesburg Plan of Implementation and requested the Economic and Social Council to implement the provisions of the Plan relevant to its mandate and, in particular, to promote the implementation of Agenda 21 by strengthening system-wide coordination,

Further aware of, and recognizing the significance of the United Nations Institute for Training and Research/International Labour Organization/Organisation

for Economic Cooperation and Development Global Partnership for Capacity-Building to implement the Globally Harmonized System for building capacities at all levels to achieve the 2008 target,

1. *Expresses* its deep appreciation to the Committee and other organizations concerned for their fruitful cooperation;

2. *Requests* the Secretary-General:

(a) To publish the Globally Harmonized System in all the official languages of the United Nations, in the most cost-effective manner and to circulate it to the Governments of Member States, the specialized agencies and other international organizations concerned as soon as possible and no later than 2004;

(b) To consider disseminating the Globally Harmonized System as a CD-ROM;

(c) To make the Globally Harmonized System available on the web site of the secretariat of the Economic Commission for Europe, which also provides secretariat services to the Committee;

3. *Invites* all Governments to take the necessary steps to implement the Globally Harmonized System through their national legislation as soon as possible and no later than 2008;

4. *Invites* regional commissions, United Nations programmes, specialized agencies and other organizations concerned to promote the implementation of the Globally Harmonized System and, where relevant, to amend their respective legal international instruments addressing transport safety, work safety, consumer protection or the protection of the environment so as to give effect to the Globally Harmonized System through such instruments;

5. *Invites* Governments, regional commissions, United Nations programmes, specialized agencies and other organizations concerned to provide feedback to the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals;

6. *Requests* the Secretary-General to monitor the status of implementation of the Globally Harmonized System;

7. *Encourages* Governments, regional commissions, United Nations programmes, specialized agencies and other relevant international organizations and non-governmental organizations, in particular industry, to support implementation of the Globally Harmonized System and capacity-building activities in developing countries and countries in transition by providing financial contributions and/or technical assistance;

C

Programme of work of the Committee

Taking note of the programme of work of the Committee for the biennium 2003-2004 as contained in paragraphs 29 to 31 of the report of the Secretary-General[1],

Noting with concern, nevertheless, that the additional staff resources requested in relation to the reconfiguration of the Committee in operative paragraph 4 of its resolution 1999/65, detailed as resources at the P-4 level and the General Service

level in the statement submitted by the Secretary-General[7] and in the report of the Secretary-General on the proposed budget for the biennium 2000-2001[8] and approved by the General Assembly in its resolution 54/250 A of 23 December 1999 for 2001, have been only partially reconducted for 2002-2003,

1. *Decides* to approve the programme of work of the Committee;

2. *Requests* the Secretary-General to provide the Transport Division of the Economic Commission for Europe with the requested additional staff at the General Service level in accordance with the report of the Secretary-General;[8]

3. *Also requests* the Secretary-General to submit a report to the Economic and Social Council in 2005 on the implementation of the present resolution.

II. Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals during the biennium 2001-2002 and implementation of Economic and Social Council resolutions 2001/34 of 26 July 2001 and 2001/44 of 20 December 2001

A. Meetings held

2. The following meetings were held during the biennium 2001-2002:

(a) Subcommittee of Experts on the Transport of Dangerous Goods: nineteenth session, 2 to 6 July 2001 (ST/SG/AC.10/C.3/38 and Add.1 and 2); twentieth session, 3 to 11 December 2001 (ST/SG/AC.10/C.3/40 and Add.1 and 2); twenty-first session, 1 to 10 July 2002 (ST/SG/AC.10/C.3/42 and Add.1-3); and twenty-second session, 2 to 6 December 2002 (ST/SG/AC.10/C.3/44);

(b) Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals: first session, 9 to 11 July 2001 (ST/SG/AC.10/C.4/2); second session, 12 to 14 December 2001 (ST/SG/AC.10/C.4/4); third session, 10 to 12 July 2002 (ST/SG/AC.10/C.4/6); and fourth session, 9 to 11 December 2002 (ST/SG/AC.10/C.4/8);

(c) Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals: first session, 11 and 12 December 2002 (ST/SG/AC.10/29 and Add.1 and 2; ST/SG/AC.10/30).

3. The following 28 countries participated in the work of the Committee either as full members of the Subcommittee of Experts on the Transport of Dangerous Goods (TDG Subcommittee), or of the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (GHS Subcommittee), or of both subcommittees: Argentina; Australia; Austria; Belgium; Brazil; Canada; China; Czech Republic; Denmark;[9] Finland; France; Germany; Greece;[9] Iran (Islamic Republic of); Italy; Japan; Mexico;[10] Netherlands; New Zealand;[9] Norway; Poland; Portugal; Russian Federation;[10] South Africa; Spain; Sweden; United Kingdom of Great Britain and Northern Ireland; and United States of America.

4. India and Morocco, full members of the TDG Subcommittee, and Qatar, a full member of the GHS Subcommittee, did not participate.

5. The Governments of the Bahamas, Bulgaria, Namibia, Switzerland, Tunisia and Zambia were represented by observers. The Commission of the European Communities, 11 specialized agencies and intergovernmental organizations and 34 non-governmental organizations also participated.

6. Liaison was maintained with the international bodies or organizations responsible for individual modes of transport, in particular the Economic Commission for Europe (ECE) and the Economic and Social Commission for Asia and the Pacific (ESCAP) (for inland transport in the ECE and ESCAP regions, respectively), the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO) and the Intergovernmental Organisation for International Carriage by Rail (OTIF).

7. The Committee paid special attention to the coordination of its own activities with those of other international organizations whose activities impinge on the field of transport of dangerous goods or of classification of chemicals, such as the International Atomic Energy Agency (IAEA), the International Labour Organization (ILO), the World Health Organization (WHO), the United Nations Environment Programme (UNEP), the Universal Postal Union (UPU) and the Organisation for Economic Cooperation and Development (OECD), to ensure that their work would complement, rather than duplicate or clash with, its own activities and recommendations.

8. Secretariat services were provided by the ECE secretariat.

B. Work of the Subcommittee of Experts on the Transport of Dangerous Goods

9. During the biennium 2001-2002, the Subcommittee discussed various questions related to its terms of reference in accordance with the programme of work described in Economic and Social Council resolution 2001/34, paragraph 2, and document E/2001/44, paragraph 31.

10. On the basis of that work, the Committee adopted amendments (ST/SG/AC.10/29/Add.1) to the twelfth revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations*,[11] consisting mainly of new or revised provisions concerning:

(a) The classification and transport of organometallic substances, toxic by inhalation substances, infectious substances, genetically modified micro-organisms, radioactive material, corrosive substances and substances hazardous to the aquatic environment;

(b) The transport of refrigerated liquefied gases in cryogenic receptacles;

(c) The transport of molten substances;

(d) The transport of dangerous solid substances in bulk;

(e) The construction of packagings and their performance testing;

(f) The transport of miscellaneous existing or new dangerous goods.

11. In addition, as a result of the terrorist attacks of 11 September 2001 and of subsequent terrorist threats in the world, the Committee has developed and adopted new recommendations intended to enhance the security of dangerous goods transport, particularly those which have the potential to cause mass casualties, in an effective and enforceable manner, proportionate to the potential threat posed and the dangers of the goods being transported. The new provisions have been included in a new chapter 1.4 of the *Model Regulations*.

12. **The action to be taken by the Economic and Social Council, recommended by the Committee with respect to the work of the Subcommittee of Experts on the Transport of Dangerous Goods, is reflected in part A, operative paragraphs 1 to 5, of the draft resolution contained in paragraph 1 of the present report.**

C. Work of the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals

13. During the biennium 2001-2002, the Subcommittee, which was established by Economic and Social Council resolution 1999/65 in the context of the follow-up to chapter 19, programme area B, of Agenda 21, and started functioning in 2001, focused on the completion of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), on the basis of a proposal submitted by the Inter-Organization Programme for the Sound Management of Chemicals (IOMC) and elaborated through nearly 10 years of joint work by the Subcommittee of Experts on the Transport of Dangerous Goods, ILO and OECD under the auspices of IOMC.

14. The main task was to merge and consolidate all basic documents elaborated by the various focal points, covering the different fields of expertise, into a unique, coherent and harmonized document.

15. The Globally Harmonized System of Classification and Labelling of Chemicals,[12] as adopted by the Subcommittee and endorsed by the Committee, addresses classification of chemicals by type of hazards and recommends harmonized hazard communication elements, including labels and safety data sheets. It aims at ensuring that information on physical hazards and hazards to health and to the environment from chemicals are available in order to enhance the protection of human health, property and the environment during the handling, transport and use of those chemicals. GHS also provides a basis for the harmonization of rules and regulations on chemicals at the national, regional and worldwide levels, an important factor also for trade facilitation.

16. The Plan of Implementation adopted by the World Summit on Sustainable Development encourages countries to implement GHS as soon as possible with a view to having the system fully operational by 2008. **To meet that objective, action should be quickly taken at the national level to amend existing legislation, as appropriate. Moreover, several international legal instruments dealing with various aspects of chemical safety (transport, environment, workplace safety), developed under the auspices of the United Nations or of its specialized agencies, would need to be amended.** Several workshops, seminars and other capacity-building initiatives have already been organized in many countries, some of which come under the training and capacity-building programmes of the United Nations Institute for Training and Research (UNITAR). Furthermore, a UNITAR/ILO/OECD Global Partnership for Capacity-Building was launched during

the World Summit for Social Development to implement GHS for building capacities at all levels in order to achieve the 2008 target.

17. **The action to be taken by the Economic and Social Council, recommended by the Committee with respect to the work of the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, is reflected in part B, operative paragraphs 1 to 7 of the draft resolution contained in paragraph 1 of the present report, notably paragraph 7 of the draft resolution for GHS implementation and capacity-building activities.**

D. Publication of the twelfth revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations* and of the third revised edition of the *Recommendations on the Transport of Dangerous Goods: Manual of Tests and Criteria* and amendment 1 thereto

18. As requested by the Economic and Social Council in its resolution 2001/34, the Secretary-General prepared the twelfth revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations* on the basis of the recommendations adopted by the Committee at its twenty-first session (ST/SG/AC.10/27 and Add.1 and 2). The edition was published for official circulation and sale in Arabic (205 copies), Chinese (95 copies), English (5,210 copies), French (865 copies), Russian (190 copies) and Spanish (405 copies).

19. The third revised edition of the *Manual of Tests and Criteria*,[13] which had already been published in Chinese, English and Russian in 2000, is now also available in Arabic, French and Spanish. Amendment 1[14] thereto has been published in the six official languages.

20. In its resolution 2001/34, the Economic and Social Council also requested the Secretary-General to give further consideration to the possibility of publishing the *Recommendations on the Transport of Dangerous Goods: Model Regulations* on CD-ROM, if possible as a navigable version, for example, by commercial arrangement with external contractors. Pdf files of the twelfth revised edition of the *Model Regulations* have been prepared internally and have been made available in Arabic, English, French, Russian and Spanish, with basic search functions, on the web site of the ECE Transport Division (www.unece.org/trans/danger/danger.htm), where they can be consulted and downloaded free of charge. Only the English version has been published on CD-ROM[15] for official circulation and sale.

E. Implementation of the *Recommendations on the Transport of Dangerous Goods: Model Regulations*

21. In its resolution 2001/44, the Economic and Social Council invited all interested Governments, regional commissions and specialized agencies and the international organizations concerned, when developing or updating appropriate codes and regulations, to take full account of the recommendations of the Committee.

22. The provisions of the twelfth revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations* have been incorporated in the following international instruments:

(a) IMO: International Maritime Dangerous Goods Code (IMDG Code) (Amendment 31-02, of recommended application as from 1 January 2003, and of mandatory application within the framework of the International Convention for the Safety of Life at Sea (SOLAS 74) (146 contracting parties) as from 1 January 2004);

(b) ICAO: 2003 edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (applicable as from 1 January 2003) (within the framework of the Convention on International Civil Aviation) (187 contracting parties);

(c) International Air Transport Association (IATA): 2003 (forty-fourth) edition of the Dangerous Goods Regulations (applicable as from 1 January 2003);

(d) ECE: Amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (applicable as from 1 July 2003) (38 contracting parties);

(e) Amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), for application as from 1 January 2003;

(f) OTIF: Amendments to the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) (within the framework of the Convention concerning International Carriage by Rail) (applicable as from 1 January 2003) (40 contracting parties).

23. In the European Union, Commission directives 2003/28/EC and 2003/29/EC of 7 April 2003 requested member States to implement the amended provisions of ADR and RID (see above) not only for international transport but also for domestic traffic by 30 June 2003 at the latest.

24. The Southern Cone Common Market (MERCOSUR) countries (Argentina, Brazil, Bolivia and Paraguay) have concluded an agreement for the facilitation of the inland transport of dangerous goods (Acuerdo sobre Transporte de Mercancías Peligrosas en el MERCOSUR, 1994). The annexes to the agreement are based on the seventh revised edition[16] of the *Recommendations on the Transport of Dangerous Goods*, RID and ADR. Updating of those annexes is under way.

25. The Andean Community (Comunidad Andina) (Bolivia, Colombia, Peru, Ecuador and Venezuela) is considering using the provisions of the twelfth revised edition of the *Model Regulations* and/or ADR for regulating the international carriage of dangerous goods by road.

26. The Economic and Social Commission for Asia and the Pacific published, in 1997, *Guidelines for the Establishment of National and Regional Systems for Inland Transportation of Dangerous Goods*,[17] recommending the implementation of the *Recommendations on the Transport of Dangerous Goods*. The Transport Ministers of the Association of Southeast Asian Nations (ASEAN) signed, on 20 September 2002, Protocol No. 9 to the ASEAN Framework Agreement on the Facilitation of Goods in Transit. The Protocol provides for the simplification of procedures and

requirements for the transit transport of dangerous goods in ASEAN countries, using the *Recommendations on the Transport of Dangerous Goods* and ADR.

27. Up to now, the secretariat did not collect on a systematic basis detailed information on the status of implementation of the *Recommendations on the Transport of Dangerous Goods* with respect to domestic inland transport of dangerous goods in all countries and the situation may vary considerably depending on the national procedures for enacting law or updating regulations. For example, the regulations applicable in the United States of America (CFR 49) are normally updated on a yearly basis and they have been updated to reflect the twelfth revised edition of the *Recommendations on the Transport of Dangerous Goods*, with very few exceptions. The Canadian regulations have been updated on the basis of the eleventh revised edition.[18] The *Australian Code for the Transport of Dangerous Goods by Road and Rail* (1998 version) is based on the ninth revised edition of the *Recommendations*,[19] but the next version, to be published in 2003, will be based on the forthcoming thirteenth revised edition of the *Recommendations*. The twelfth revised edition[11] of the *Recommendations* has been adopted as a national standard in Malaysia and is being implemented through national legislation in Thailand.

28. In order to monitor the status of implementation of the *Model Regulations* more effectively, the Committee **recommended that the secretariat should carry out a survey of the status of implementation on a worldwide level** (see part A, operative paragraph 5, of the draft resolution contained in paragraph 1 of the present report).

III. Programme of work for the biennium 2003-2004 and schedule of meetings for the period 2003-2005

29. The Committee agreed that the programme of work for the biennium 2003-2004 should be as follows:

(a) Subcommittee of Experts on the Transport of Dangerous Goods:

(i) Classification criteria for fireworks;

(ii) Vibration and puncture tests for packagings, intermediate bulk containers (IBCs) and large packagings;

(iii) Transport of calcium hypochlorite;

(iv) Hazards to the aquatic environment;

(v) Harmonization of the *Recommendations on the Transport of Dangerous Goods* with GHS;

(vi) Procedure for incident reporting;

(vii) Standardization of emergency measures;

(viii) Guiding principles related to the various parts/chapters of the *Model Regulations on the Transport of Dangerous Goods*;

(ix) Evaluation of the United Nations packaging requirements;

(x) Transport of dangerous goods packed in limited quantities;

(xi) Miscellaneous proposals related to listing and classification and the use of packagings and tanks.

(b) Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals:

(i) Classification criteria for substances which, in contact with water, release toxic/corrosive gases and aspiration hazard, and for respiratory tract irritation and narcotic effects; and complete work on validation of the transformation/dissolution protocol for metals (in cooperation with OECD);

(ii) Examine the issue of elicitation and induction and propose amendments to the criteria as appropriate;

(iii) Revise the classification criteria for acute toxicity in order to take account of the experimentally obtained acute toxicity range estimates to point estimates for the respective routes of exposure;

(iv) Define the terms for dust, mist and vapour in relation to inhalation toxicity;

(v) Clarify terms of GHS: reproductive toxicity, developmental toxicity, reproductive ability and capacity, class and category;

(vi) Develop guidance on the importance of the different factors concerning criteria for carcinogenicity;

(vii) Harmonize precautionary statements into fully standardized label elements;

(viii) Develop guidance on the preparation of safety data sheets;

(ix) Clarify labelling provisions;

(x) Review reports on implementation progress concerning training and capacity-building; monitor the activities of UNITAR, ILO and other organizations engaged in capacity-building; facilitate the identification of members' expertise and resources to assist in the development of guidance materials and in training programmes;

(xi) Review the monitoring and implementation of GHS;

(xii) Start to develop further the classification scheme to accommodate chronic toxicity to aquatic organisms for the purpose of assigning a chronic hazard category;

(xiii) Analyse the current national approaches and/or requirements for terrestrial hazard classification and propose issues to be addressed in order to develop the classification and labelling for that hazard class;

(xiv) Examine methods for carcinogenicity potency estimation;

(xv) Amend the classification criteria for "toxic to reproduction" to consider cut-off dose levels related to the relative potency of a chemical;

(xvi) Examine the available information concerning strong versus weak sensitizers and, if appropriate, propose revisions to the classification criteria for respiratory and/or dermal sensitization.

30. Bearing in mind that, in accordance with Economic and Social Council resolution 1999/65, the maximum number of meeting days allocated to the

Committee and its subsidiary bodies is 38 (76 meetings), the Committee agreed that the schedule of meetings for the period 2003-2005 should be as follows:

2003

30 June-4 July 2003: TDG Subcommittee: 10 meetings

7-9 (a.m.) July 2003: GHS Subcommittee: 5 meetings

1-10 (a.m.) December 2003: TDG Subcommittee: 15 meetings

10 p.m.-12 December 2003: GHS Subcommittee: 5 meetings

(Total: TDG Subcommittee: 25 meetings; GHS Subcommittee: 10 meetings)

2004

5-14 (a.m.) July: TDG Subcommittee: 15 meetings

14 (p.m.) -16 July: GHS Subcommittee: 5 meetings

29 November-3 December: TDG Subcommittee: 10 meetings

6-9 December: GHS Subcommittee: 8 meetings

10 December: Committee: 2 meetings

(Total: TDG Subcommittee: 25 meetings; GHS Subcommittee: 13 meetings; Committee: 2 meetings)

2005

July: TDG Subcommittee: 10 meetings

GHS Subcommittee: 6 meetings

December: TDG Subcommittee: 15 meetings

GHS Subcommittee: 5 meetings

(Total: TDG: 25 meetings; GHS Subcommittee: 11 meetings)

31. The total number of meeting days for 2005 should remain at 18 (36 meetings), but the exact allocation for each subcommittee would have to be decided at the Committee session of 2004.

32. **The secretariat was requested to ensure that the draft programme budget of ECE for the biennium 2004-2005 (A/58/6 (Sect. 20)) is amended to reflect appropriately the schedule of meetings adopted by the Economic and Social Council.**

33. The Committee noted with appreciation that pursuant to the decision taken by the General Assembly in its resolution 54/250 A of 23 December 1999 to approve the additional staff resources requested in relation to the reconfiguration of the Committee in operative paragraph 4 of Economic and Social Council resolution 1999/65 and detailed as resources at the P-4 level and General Services level in documents E/1999/L.48 and A/54/443/Add.1, paragraph 7, general temporary assistance had been provided to the Transport Division in 2001 and partly in 2002 and a P-4 level post had been provided as from 2002. However, the Committee expressed concern about the fact that those additional general service staff resources

had not been reconducted for the biennium 2002-2003 and **invited the Council to request, through its resolution, that those staff resources be provided**.

34. **Action to be taken by the Economic and Social Council, recommended by the Committee with respect to its programme of work, is reflected in part C, operative paragraphs 1 to 3 of the draft resolution contained in paragraph 1 of the present report.**

Notes

[1] E/2003/46.

[2] ST/SG/AC.10/29/Add.1 and 2.

[3] ST/SG/AC.10/1/Rev.13.

[4] ST/SG/AC.10/11/Rev.4.

[5] *Report of the United Nations Conference on Environment and Development, Rio de Janeiro, 3-14 June 1992* (United Nations publication, Sales No. E.93.I.8 and corrigenda), vol. I: *Resolutions adopted by the Conference*, resolution 1, annex II.

[6] *Report of the World Summit on Sustainable Development, Johannesburg, South Africa, 26 August-4 September 2002* (United Nations publication, Sales No. E.03.II.A.1 and corrigendum), chap. I, resolution 2, annex.

[7] E/1999/L.48, para. 9.

[8] A/54/443/Add.1, para. 7.

[9] GHS Subcommittee only.

[10] TDG Subcommittee only.

[11] United Nations publication, Sales No. E.01.VIII.4 and corrigendum.

[12] United Nations publication, Sales No. E.03.II.E.25.

[13] United Nations publication, Sales No. E.99.VIII.2.

[14] United Nations publication, Sales No. E.02.VIII.4.

[15] United Nations publication, Sales No. E.01.VIII.6.

[16] United Nations publication, Sales No. E.91.VIII.2.

[17] United Nations publication, Sales No. E.98.II.F.49.

[18] United Nations publication, Sales No. E.99.VIII.1.

[19] United Nations publication, Sales No. E.95.VIII.1.